

Comment Letter PH-LA1027

PH-LA1027

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☒
 San Francisco, April 15, 2004 ☐
 San Diego, April 20, 2004 ☐
 Fresno, April 28, 2004 ☐

► COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
 Draft Program EIR/EIS Comments
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
 Attn: California High-Speed Train
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
 Web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day May 14, 2004.

Name: TAMES CLIFTON
 Affiliation (if applicable): RALPAC
 Address: 13130 1/4 VALLEYHEART
 City, State, Zip: STOCKTON CA 95204
 Phone #: 518-789-5928
 E-mail: _____

Please provide your comments below on the project's draft environmental document:

The end points and the times between are very important
 But just as important are the "HUBS" between the
 end points. Stockton is just as much a "hub"
 as Los Angeles. In choosing between alternate routes
 I hope that cities are chosen as potential hubs.

PH-LA1027-1



Thank you for your comments. If needed, please continue on reverse.

Response to Comments of James Clifton, RailPAC, April 13, 2004 (Letter PH-LA1027)

PH-LA1027-1

The HST system that has been evaluated in the program EIR/EIS and preferred HST alignment and station locations would well serve California's major intercity travel markets, including intermediate "hub" stations such as Bakersfield and Fresno. Much of the ridership forecast for the HST system is expected to come from intermediate markets. By having a variety of services (Express, Semi-express, Suburban-express, and Local) the HST system can effectively and efficiently serve California's long-distance and intermediate travel markets between regions.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter PH-LA1028

PH-LA1028

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☒
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 Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day May 14, 2004.

Name: John Doe, Director

Affiliation (if applicable): _____

Address: 136 L Columbus Ave #121

City, State, Zip: San Francisco, CA 94133

Phone #: _____

E-mail: john.doe@pobox.net

Please provide your comments below on the project's draft environmental document:

I believe this project is heading in the right direction. I do believe that its ultimate success is dependent on good relations with all other organizations with transit plans or operations in the involved regions. It's important for there to be a "unified front" when it comes to addressing regional and state wide transit needs.

PH-LA1028-1



Thank you for your comments. If needed, please continue on reverse.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
 of Transportation
**Federal Railroad
 Administration**

Response to Comments of April 13, 2004 (Letter PH-LA1028)

PH-LA1028-1

Acknowledged. The Authority and the FRA will continue to work with other organizations, agencies, and the public should the HST proposal move forward.

Comment Letter PH-LA1029

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

PH-LA1029



Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☒
 San Francisco, April 15, 2004 ☐
 San Diego, April 20, 2004 ☐
 Fresno, April 28, 2004 ☐

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 Attn: California High-Speed Train
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
 Web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day May 14, 2004.

Name: STEVE MANDOKI
 Affiliation (if applicable): CITY OF MURRIETA
 Address: 26442 BECKMAN COURT
 City, State, Zip: MURRIETA, CA 92562
 Phone #: 909-461-6010
 E-mail: SMANDOKI@MURRIETA.ORG

Please provide your comments below on the project's draft environmental document:

MURRIETA HAS BEEN ON RECORD SINCE JUNE 2001 AS BEING IN
 SUPPORT OF THE CALIFORNIA HIGH SPEED RAIL PROJECT AND FOR HAVING
 A STATION IN MURRIETA. TO DATE, THERE IS STILL AVAILABLE LAND
 FOR LOCATING A HIGH SPEED RAIL TRANSIT STATION. SOUTHWEST RIVERSIDE
 COUNTY IS ONE OF THE FASTEST GROWING AREAS IN THE STATE.
 SUCH AS THE INLAND EMPIRE MUST BE INCLUDED AS PART OF THE
 BEST SEGMENT (THIS IS SOMETHING THE RIVERSIDE COUNTY TRANSPORTATION
 COMMISSION ALSO SUPPORTS). IN THE PAST 10 YEARS THE CITY OF MURRIETA ALONE
 HAS GROWN FROM 24,000 RESIDENTS TO OVER 75,000. MURRIETA IS THE
 LOCATION OF THE CONVERGENCE OF THE I-15 AND I-215 IN
 RIVERSIDE. THE PROPOSED STATION LOCATIONS AT MARCH AIR
 BASE AND MURRIETA ARE WELL POSITIONED TO SERVE
 THE INLAND EMPIRE REGION AND S-W RIVERSIDE.

PH-LA1029-1



Thank you for your comments. If needed, please continue on reverse.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY




U.S. Department
 of Transportation
**Federal Railroad
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Response to Comments of Steve Mandori, City of Murrieta, April 13, 2004 (Letter PH-LA1029)

PH-LA1029-1

The Authority has identified a potential HST station at Murrieta as part of the preferred HST alignment and station locations. Please see standard response 6.34.1 in regards to the selection of the U.C. Riverside Station site as the preferred station option for serving Riverside County. Please see standard response 10.1.7 in regards to the phasing of the HST system.

Comment Letter PH-LA1030

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS		PH-LA1030
		Sacramento, March 23, 2004 <input type="checkbox"/> Los Angeles, April 13, 2004 <input checked="" type="checkbox"/> San Francisco, April 15, 2004 <input type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/>
COMMENT SHEET		
Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.		
Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814	Name: <u>ROSS R. MOORE, JR.</u> Affiliation (if applicable): _____ Address: <u>15002 GARFIELD DRIVE</u> City, State, Zip: <u>VILLA PARK, CA 92681</u> Phone #: <u>714-637-4514</u> E-mail: <u>ROSS.ROBERT.MOORE@YAHOO.COM</u>	
Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments		
Comments may also be submitted through the Authority's web site: www.calhighspeedrail.ca.gov .		
All comments must be received by end of day May 14, 2004 .		

Please provide your comments below on the project's draft environmental document:

<p>PLEASE GO FOR A \$20 BILLION TO \$30 BILLION BOND ISSUE (RATHER THAN JUST \$10 BILLION) WITH THE PROVISION THAT AT LEAST 1/2 OF THE MONEY WILL ALSO AID AIRPORT INTERCITY AND COMMUTER RAIL (SUCH AS METROLINK AND CALTRAIN) BY UPGRADING MULTI-RAIL USE RIGHT-OF-WAY AND BUYING NEW EQUIPMENT.</p>	PH-LA1030-1
<p>PLEASE CONSIDER A DUAL-MODE HYBRID ELECTRIC/CONVENTIONAL LOCOMOTIVE THAT CAN OPERATE IN BOTH ELECTRIC AND NON-ELECTRIC ROUTES.</p>	PH-LA1030-2
<p>PLEASE BUILD TRACK & TUNNEL CLEARANCES AND CAPACITY TO ALLOW FOR BOTH HSR PASSENGER AND HSR FREIGHT SERVICES, SO AS ALLOW MORE TRUCKS TO GET OFF OF THE FREEWAYS.</p>	PH-LA1030-3
<p>DO HAVE YOUR PERSONNEL REVIEW WHAT I'M RECOMMENDING. Thank you for your comments. If needed, please continue on reverse.</p> <p>P.R. & MARKETING FOR OPENINGS.</p>	



Response to Comments of Ross R. Moore, City of Murrieta, April 13, 2004 (Letter PH-LA1030)

PH-LA1030-1

Acknowledged. The program EIR/EIS does not include a financing plan.

PH-LA1030-2

The co-lead agencies are unaware of any HST train, existing or being developed, for speeds exceeding 200 mph that is a “dual-mode hybrid electric/conventional locomotive” that can operate on both electrified and non-electrified routes.

PH-LA1030-3

Please see standard response 2.9.4.

Comment Letter PH-LA1031

PH-LA1031

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Sacramento, March 23, 2004 ☐
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Comments may also be submitted through the Authority's
 Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day May 14, 2004.

Name: Joseph A. Strapac
 Affiliation (if applicable): _____
 Address: P.O. Box 1539
 City, State, Zip: Bellflower CA 90707
 Phone #: 562/867-6019
 E-mail: jstrapac@earthlink.net

Please provide your comments below on the project's draft environmental document:

Antelope Valley alignment sounds like a commuter/airport
branch, not necessarily part of a statewide network
Why not look at AV-LA-LAX as a corridor of its own?
Will HSR trains originate in AV to serve commuters?
If not, will HSR run empty trains south in the early
morning hours in order to provide commuter seats
south of AV?
What would it cost to upgrade Metrolink/Sunliner service
to serve AV?

PH-LA1031-1



Thank you for your comments. If needed, please continue on reverse.

Response to Comments of Joseph A. Strapac, April 13, 2004 (Letter PH-LA1031)

PH-LA1031-1

Please see standard response 6.23.1. The conceptual operating plan that was used to calculate intercity and long-distance commute forecasts did not assume HSR trains originating in the Antelope Valley (see Conceptual Service Plan, Section 2.6.2 of the Program EIR/EIS). The possibility of trains originating in the Antelope Valley could be investigated as part of subsequent project level studies. The cost of upgrading Metrolink/Surfliner service to serve the Antelope Valley is beyond the scope of this program level document and was not estimated.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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**Federal Railroad
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Comment Letter PH-LA1032

PH-LA1032

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☐
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Mail: California High-Speed Train
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 925 L Street, Sacramento, CA 95811

Fax: (916) 322-0827
 Attn: California High-Speed Train
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
 Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day **May 14, 2004**.

Name: _____

Affiliation (if applicable): _____

Address: _____

City, State, Zip: _____

Phone #: _____

E-mail: _____

Please provide your comments below on the project's draft environmental document:

Hand copy EIR/EIS - San Diego



Thank you for your comments. If needed, please continue on reverse.


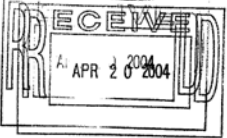
Response to Comments of April 13, 2004 (Letter PH-LA1032)

PH-LA1032-1

Please see Standard Response 8.1.1.

Comment Letter PH-LA1033

PH-LA1033

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS	
 <p>COMMENT SHEET</p>	
<p>Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.</p> <p>Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814</p> <p>Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments</p> <p>Comments may also be submitted through the Authority's Web site: www.cahighspeedrail.ca.gov.</p> <p>All comments must be received by end of day May 14, 2004.</p>	<p>Sacramento, March 23, 2004 <input type="checkbox"/></p> <p>Los Angeles, April 13, 2004 <input checked="" type="checkbox"/></p> <p>San Francisco, April 15, 2004 <input type="checkbox"/></p> <p>San Diego, April 20, 2004 <input type="checkbox"/></p> <p>Fresno, April 28, 2004 <input type="checkbox"/></p> <p>Name: <u>T. A. Nelson, P.E.</u></p> <p>Affiliation (if applicable): _____</p> <p>Address: <u>2563 Dearborn Dr.</u></p> <p>City, State, Zip: <u>Los Angeles, CA 90068</u></p> <p>Phone #: <u>(323) 462-5500</u></p> <p>E-mail: _____</p>

Please provide your comments below on the project's draft environmental document:

The objective of the HST project should be to produce a route achieving the least travel time between Los Angeles and the S.F. Bay Area. The I-5 route saves 10 to 12 minutes compared to the Palmdale alternative. This could be critical in competing with air travel. It would attract higher ridership, although I did not find an analysis of estimated farebox recovery difference. Construction costs are said to be about equal. Obviously not every city can have direct boarding access to HST, but the Lancaster/Palmdale area and intermediate locations to Sylmar are fortunate to have access via Metrolink. Rather than designating Sylmar as the transfer point, a station as close as possible to the junction of HST and Metrolink (not in track-connection terms) would be preferable.

PH-LA1033-1



Thank you for your comments. If needed, please continue on reverse.

Response to Comments of T.A. Nelson, P.E., April 13, 2004 (Letter PH-LA1033)

PH-LA1033-1

Please see standard response 6.23.1.

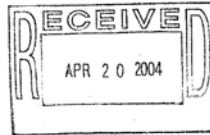
Comment Letter PH-LA1034

PH-LA1034

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET



Sacramento, March 23, 2004 ☐
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 Attn: California High-Speed Train
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 site: www.calhighspeedrail.ca.gov.

Comments must be received by end of day May 14, 2004.

Name: SHELDON H. WALTER
 Affiliation (if applicable): Former member Transportation Advisory Committee, late Mayor Tom Bradley City of Los Angeles
 Address: 6755 Rhodes Avenue #131
 City, State, Zip: North Hollywood, CA, 91606
 Phone #: (818) 982-1617
 E-mail: _____

Provide your comments below on the project's draft environmental document:

SUMMARY OF REMARKS IN LOS ANGELES, CA.

emphasized the need for California High-Speed Train. Support the Antelope Valley alignment / encourage patronage (certainly if International Airport constructed in Palmdale) / large station in Burbank, CA, vicinity for over 1 1/2 million San Fernando Valley area population. Recognize stations need proper spacing as trains need to travel up to 9 miles per hour between stations. Mr. Bill Gates is encouraged to help Capitalize project. With the late Mayor Bradley at the helm, rapid rail transit was implemented in LA which well known "car culture." At Summit Meeting September 8, 1976 about 40 officials RTD, SCAG, LA CITY, LA COUNTY, STATE OF CALIFORNIA (CALTRANS), elected officials led "starter line" Metro Red Line subway. In 1977 RTD General Manager Jack Strap told me LA needed rapid transit system. With only \$3 in my pocket, I helped little financially however, I know a multi-billionaire, Mr. Howard Hughes

Thank you for your comments. If needed, please continue on reverse.

(over)

didn't show up, nor were any officials in Hughes Empire's top command. I presented grandiose rapid transit program for Los Angeles for Mr. Hughes to finance to then RTD Board of Directors October 3, 1977, and George Potham talk show TV Channel 5. RTD never met with Hughes, however, this started the rail momentum for corridor analysis and alternatives evaluation. Recently, SCAG announced that LA region mobility with a 1- The Venture (101) Freeway certainly should be an F with all the top and go traffic and gridlock. Also, Ventura (101) Freeway in Diego (405) Freeway interchange was considered by a highway liaison as the worst interchange in the United States. With rising population and through traffic, the condition can be relied on for all - no discrimination. Need to extend Metro Red Line to Thousand Oaks. Nearly, high-speed train is needed. Good luck and success with program. Expect to live to 100, hope to ride system, now late 70's.

PS: Can I receive copy of final program EIR/EIS? THANK YOU,



Response to Comments of Sheldon H. Walter, P.E., April 13, 2004 (Letter PH-LA1034)

PH-LA1034-1

Acknowledged.

PH-LA1034-2

Please see standard response 6.23.1.

PH-LA1034-3

The Authority has identified the Downtown Burbank site as a potential HST station to serve the Burbank/Glendale area.

PH-LA1034-4

Please see standard response 2.31.4

PH-LA1034-5

Acknowledged.

PH-LA1034-6

An electronic copy (on compact disk) of the Final Program EIR/EIS document will be sent to all those who commented on the Draft EIR/EIS document and provided accurate addresses.

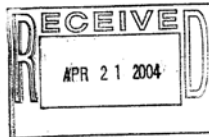
Comment Letter PH-LA1035

PH-LA1035

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET



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Comments may also be submitted through the Authority's
 Web site: [www.cahighspeedrail.ca.gov](http://www cahighspeedrail.ca.gov).

All comments must be received by end of day May 14, 2004.

Name: John C. Miller, P.E.
 Affiliation (if applicable): Los Angeles County
Metropolitan Transportation Authority
 Address: 52 Leimert
Olivia Vieja California
 City, State, Zip: 92165
Bus 213 922 4103
 Phone #: Home 749 425 1658
 E-mail: MILLERJO@MTA.NET

Please provide your comments below on the project's draft environmental document:

While it was impossible to attend your presentation at the Metro Building, I obtained copies of your printed handouts.

Completion of your overall plan is necessary.

However, expansion and improvement to our existing railroad system cannot wait for completion of the entire plan. The most pressing need is for the construction of the link between Sylmar and Bakersfield. The route shown on map 8 has been described in great detail, years ago by Mr. Mike Mc Finley, present Chief Engineer of Metrolink. Detailed design followed long. Construction should be accomplished as soon as possible so that needed, useful efficient rail service can be established between Southern and Northern California. Construction of this vital link, can be followed,

PH-LA1035-1



Thank you for your comments. If needed, please continue on reverse.

as resources become available, by improvements to the existing rail lines between Bakersfield and Stockton to accommodate higher speeds. However, with completion of this vital link, the extension of the San Joaquin trains would make a viable rail corridor between the Los Angeles area and the San Francisco area.

PH-LA1035-1
 cont

It is recommended that all of your effort and available resources be concentrated on building and placing in operation the plan number 8 of your handouts.

Sincerely,

John C. Miller, P.E.

*Copy Mike Mc Finley, P.E.
 Metrolink*

**Response to Comments of John C. Miller, Los Angeles County Metropolitan Transportation Authority, April 13, 2004
(Letter PH-LA1035)**

PH-LA1035-1

Please see standard response 10.1.7.

Comment Letter PH-LA1036

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

FLY CALIFORNIA
Without ever leaving the ground.

COMMENT SHEET

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All comments must be received by end of day May 14, 2004.

Name: Mark R. Johnston

Affiliation (if applicable): NARP, TRAC, PRS

Address: 4185 Van Buren St.

City, State, Zip: CHico, CA. 91710

Phone #: 909-591-6691

E-mail: Markrjo@Adelphia.net

PH-LA1036

Please provide your comments below on the project's draft environmental document:

① LA-SF must be priority. Once built, then you can add legs.

② Unless you are going to tunnel into terminals at LAX, I wouldn't waste the money. I would run metrolink to LAX from LAUS, using thru metrolink service from Lancaster/San Bernardino/Revere and add time LAX-LAUS shuttle to create 60-90 minute service LAX-LAUS. This would be more helpful to regional residence needs to get to LAX. Many places in Europe have you ride from airport to downtown on locals. Then you catch high speed or intercity trains elsewhere.

③ If money is tight (which I assume it is) I would not build HSR from LAUS just to Irvine. Grade Separation and Electric LAUS to San Diego and run good frequent 90-125 mph service is bypass to San Diego, with metrolink + coaches as the locals. If surflines run on the heavy and metrolink on the 1/2 hour, you have some easy 30 minute feeding into LAUS to feed HSR to the north.

④ Design your LAUS-SGU-ONT-Riverside route to eventually extend to Palm Springs - Indio and on to Phoenix in the future.

⑤ I only vote for LAUS to Bakersfield via Palmdale if you -
✓ Design LAUS to Palmdale to extend to Bakersfield and Las Vegas in the future
✓ If you shorten the Palmdale to Bakersfield segment by going a more direct line from Lancaster to Bakersfield. There were several routes looked at by Santa Fe Railway years ago for more direct route and to bypass Tehuacapi Pass. There are books on it.

Thank you for your comments. If needed, please continue on reverse.

⑥ ~~LAUS~~ is going to ride from SFO to ~~San Francisco~~ Almost merged and turn around and go north to Sacramento. Just geographically wrong. SFO to Sacramento can be handled much like LAUS to San Diego is handled. major upgrade (grade separation and electricity) San Jose - Oakland - SAC. Run at 90-125 (not 200). Another option is to extend HSR from Downtown San Francisco (Hopefully Transbay) either across to Bay to Oakland ^{Cityline} or either the 2nd level of the Bay Bridge or another tunnel to Oakland for connection to the Capital. This would allow San Jose - ~~San Francisco~~ - Oakland all on the same HSR route and you could eliminate the Oakland - San Jose spur. That would still be handled by the upgraded San Jose - Oakland - Sacramento Capital.

⑦ By cutting ✓ Oakland - San Jose
✓ LAUS - LAX
✓ LAUS - Irvine
✓ Sales Big \$\$\$
✓ Alternate services can be just as fast/good if grade separations and electricification added and then frequency to match HSR

⑧ Most Important of All -
JUST BUILD IT! ASAP

PH-LA1036-6

PH-LA1036-7

PH-LA1036-8

Response to Comments of Mark R. Johnston, NARP, TRAC, PRS, April 13, 2004 (Letter PH-LA1036)**PH-LA1036-1**

Please see standard response 10.1.7.

PH-LA1036-2

Please see standard response 6.39.1.

PH-LA1036-3

The Authority has identified preferences that the HST system should include direct service to Irvine in Orange County and further recommends that the LOSSAN corridor is the preferred option for HST service between Los Angeles and Orange County. This option assumes shared operations with other passenger services and separation from freight with 4 total tracks (2 for passenger rail services and 2 for freight) between Los Angeles and Fullerton. South of Fullerton the alignment would be two tracks with additional passing tracks at intermediate stations. The electrified HST may need to share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Surfliner intercity service and occasional freight trains (there are fewer freight operations south of Fullerton).

This alignment would increase connectivity and accessibility to Orange County, California's second most populated county, and the transportation hubs of Anaheim and Irvine. Improvements to the LOSSAN corridor would provide a safer, more reliable, energy efficient intercity mode to serve Orange County and Southern Los Angeles County while improving the safety, reliability, and performance of the regional commuter, and "Surfliner" intercity service because of the fully grade separated tracks, separation from freight, and a state-of-the-art signaling and communications system. The HST service would greatly increase the capacity for intercity and commuter travel and reduce automobile traffic. Moreover, environmental impacts would be minimized since this option utilizes the existing LOSSAN railroad right-of-way. Noise impacts from existing operations could be reduced due to the elimination of horn

noise and gate noise as a result of building grade separations at existing grade crossings.

PH-LA1036-4

Please see standard response 2.36.1.

PH-LA1036-5

Please see standard response 6.23.1 and standard response 2.36.4. Options to route the HST through the Antelope Valley along the SR-138 corridor to I-5 in the Gorman area were considered but rejected in the screening evaluation and documented in Chapter 2 of the Draft Program EIR/EIS. These alignments would require long (12 miles or 19 km), deep tunneling through the Garlock fault zone. The tunneling associated with the SR-138 alignments renders these options impracticable because of considerably higher construction costs and risks.

PH-LA1036-6

Acknowledged. The Authority and the FRA respectfully disagree with your assessment. Travel times, cost, frequency of service, safety, comfort, proximity to origin and destination, etc. will all factor in to traveler's trip choice. The ridership analysis for the Authority suggests that HST service between Sacramento and the Bay Area would attract a significant number of passengers when utilizing the Pacheco Pass. Please refer to Section 2.6.8.D of the Program EIR/EIS in regards to improvements to the Capitol Corridor. Available studies indicate that use of the Bay Bridge, or a new Transbay Tube would not be feasible or practicable options for HST service. Please see the findings of the following MTC studies, which provide substantial evidence to support this conclusion: Structural Assessment of Rail on the Bay Bridge, October 22, 1999; MTC Bay Bridge Feasibility Study, July 2000; and San Francisco Bay Crossings Study, July 2002.




PH-LA1036-7

Acknowledged.

PH-LA1036-8

Acknowledged.

Comment Letter PH-LA1037

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS	
	PH-LA1037
	Sacramento, March 23, 2004 <input type="checkbox"/> Los Angeles, April 13, 2004 <input checked="" type="checkbox"/> San Francisco, April 15, 2004 <input type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/>
SPEAKER CARD Comments will be time limited depending on number of speakers. Please briefly describe the topic you wish to comment on and submit card to the meeting facilitator.	
Name: <u>ARTHUR GOLDING, April 13, 2004</u>	
Topic: <u>UNION STATION AREA</u>	
Comment: <u>LOS ANGELES RIVER PARKWAY AND</u> <u>ADJACENT ECONOMIC REVITALIZATION -</u> <u>MINIMIZE IMPACTS ON FUTURE PARK</u> <u>NETWORK - TAYLOR YARD, ARROYO SECO</u> <u>CONFLUENCE, CORNFIELD YARD AND ADJACENT AREAS</u>	
Comment sheets are available at the sign-in table for written comments.	
 	

PH-LA1037-1


Response to Comments of Arthur Golding, April 13, 2004 (Letter PH-LA1037)

PH-LA1037-1

Acknowledged. Please see standard response 6.24.2. The objectives adopted by the Authority include minimizing impacts to natural resources, social and economic resources, and cultural resources.

Comment Letter PH-LA1038

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

 **PH-LA1038**

Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☒
 San Francisco, April 15, 2004 ☐
 San Diego, April 20, 2004 ☐
 Fresno, April 28, 2004 ☐



► SPEAKER CARD
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 card to the meeting facilitator.

Name: IVO LAZZERONI

Topic: MAG-LEV, FOLLOW JAPAN + FRANCE

Comment: OVERHEAD LEV PH-LA1038-1
USE THIRD RAIL GO OVERHEAD
WHEN EVER POSSIBLE

Comment sheets are available at the sign-in table for written comments.


Response to Comments of I. Lazzeroni, April 13, 2004 (Letter PH-LA1038)

PH-LA1038-1

Acknowledged. Please see standard response 2.10.1 and standard response 2.12.2. When operating at high-speeds, all steel-wheel-on-steel-rail systems that currently exist use overhead catenary.

Comment Letter PH-LA1039

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



► SPEAKER CARD

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PH-LA1039

Sacramento, March 23, 2004 ☐

Los Angeles, April 13, 2004 ☒

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San Diego, April 20, 2004 ☐

Fresno, April 28, 2004 ☐



PH-LA1039-1

Name: JOEL REYNOLDS, N.R.D.C.

Topic: Use of Parkland

Comment: We oppose ~~loss~~ taking of public parkland for right-of-way for HSR project. Alternative alignments must be identified and, if necessary, acquired. We need to protect what little parkland we have.

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Response to Comments of Joel Reynolds, April 13, 2004 (Letter PH-LA1039)

PH-LA1039-1

Acknowledged. Please see the response to Comment O015-8 and response to Comment O015-9.